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1-11. (CANCELED)

12. (CURRENTLY AMENDED) A transmission shift system comprising a synchronizing device for an idler wheel[[s]] (2), which comprises at least one comprising a sliding sleeve that can mesh with for engaging with the a selected idler wheel (2), the sliding sleeve (6) being arranged non-rotatably and axially displaceable on a shaft (1) by way of a piston (10) directly connected thereto, with hydraulic actuation being provided, each of the at least one sliding sleeve (6) is connected with supported by the shaft (1) via a hub element (7) and a releasable catch device (3, 8, 9) facilitates axial movement of the sliding sleeve (6) relative to the hub element (7), and a synchronizing operation can be implemented as a function of hydraulic actuation pressure supplied to the piston (10).

in a non-switched state, [[the]] an actuation pressure supplied to the piston (10) is equal to an initial pressure (P_0) at which and no axial movement of the sliding sleeve (6) is possible, and for the purpose of releasing the sliding sleeve (6) occurs:

in a release state, the actuation pressure supplied to the piston (10) is raised to above a second pressure (P_s), at which the releasable catch device (3, 8, 9) releases the sliding sleeve (6), can be so that the sliding sleeve (6) becomes axially displaced [[in]] by the piston (10) relative to the hub element (7) so such a way, that the sliding sleeve (6) and the idler wheel (2) can mesh with each engage with one another[[, for]]; and

during an RPM adjustment state, purposes the actuation pressure supplied to the piston (10) is raised to at a first pressure (P_1), which is greater than the actuation initial pressure (P_0) in a non-switched state and but lower than the actuation second pressure used for release purposes (P_s), at the actuation first pressure (P_1) such that the piston (10) induces a slight axial displacement of the sliding sleeve (6) for the RPM adjustment is possible and the hub element (7) toward the idler wheel (2) so as to compensate for any RPM rotational difference between the sliding sleeve (6) and the idler wheel (2).

13. (CURRENTLY AMENDED) The transmission shift system according to claim 12, wherein a time duration, at which of the actuation first pressure (P_1) acts upon

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the hydraulic actuation for rotational speed adjustment purposes can be is determined by means of one of direct [[or]] indirect measurement of [[the]] RPMs of the at least one idler wheel (2) and the shaft (1).

14. (CURRENTLY AMENDED) The transmission shift system according to claim 12, wherein the idler wheel (2) is located between a first and second disk elements (4, 5) and the hub element (7) frictionally engages with one of the first and the second disk elements (4, 5) before comprises [[a]] the catch device, which enables [[an]] axial movement of the sliding sleeve (6) relative to the hub element (7) at [[a]] the predetermined actuation second pressure (P_s).

15. (CURRENTLY AMENDED) The transmission shift system according to claim 14, wherein the catch device comprises a ball-spring unit[[,]] which comprises a ball (9) that is guided located in a bore in the hub element (7), which can be guided into and the ball (9) is biased toward a catch groove (3) of the sliding sleeve (6), by a spring force of a spring element (9), so that the sliding sleeve (6) is blocked in an axial direction temporarily locked to the hub element (7).

16. (CURRENTLY AMENDED) The transmission shift system according to claim 12, wherein A transmission shift system comprising a synchronizing device for an idler wheel (2) comprising a sliding sleeve (6) for meshing with the idler wheel (2), the sliding sleeve (6) being arranged non-rotatably and axially displaceable along a shaft (1) and being actuated by hydraulic pressure, the sliding sleeve (6) being connected with the shaft (1) by a hub element (7), and a synchronizing operation of the sliding sleeve (6) with the idler wheel (2) is implemented as a function of the hydraulic pressure;

in a non-switched state, the hydraulic pressure is equal to an initial pressure (P₀) at which no axial movement of the sliding sleeve (6) occurs;

in a release state of the sliding sleeve (6), the hydraulic pressure is at or above a second pressure (P_s) such that the sliding sleeve (6) is axially displaced so that the sliding sleeve (6) meshes with the idler wheel (2); and

during an RPM adjustment state, the hydraulic pressure is raised to a first pressure (P₁), greater than the initial pressure (P₀) but lower than the second pressure

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(P_o), so that axial displacement of the sliding sleeve (6) and the hub element (8) occurs for RPM adjustment of the idler wheel (2); and

the idler wheel (2) to be shifted is arranged between two disk elements (4, 5), and in a frictionally engaged manner for the purpose of adjusting RPMs between two disk elements (4, 5), wherein a required clamping force [[for]] is applied to the two disk elements (4, 5) can be applied by the actuation hydraulic pressure that is present on the sliding sleeve (6) such that the two disk elements (4, 5) frictionally clamp the idler wheel (2) therebetween and compensate for any RPM difference.

17. (CURRENTLY AMENDED) The transmission shift system according to claim 12, wherein ~~an actuating~~ the piston (10), which is connected with an oil supply system (12) for supplying the hydraulic pressure via the shaft (1); is provided for [[the]] hydraulic actuation of the sliding sleeve (6).

18. (CURRENTLY AMENDED) The transmission shift system according to claim 17, wherein the actuating piston (10) can be is biased brought into a starting position by means of a return spring (11).

19. (CURRENTLY AMENDED) The transmission shift system according to claim 12, wherein an additional brake plate (13) is provided for the purpose of rotational speed adjustment of the at least idler wheel (2).

20. (CURRENTLY AMENDED) The transmission shift system according to claim 19, wherein A transmission shift system comprising a synchronizing device for an idler wheel (2) comprising a sliding sleeve (6) for meshing with the idler wheel (2), the sliding sleeve (6) being arranged non-rotatably and axially displaceable along a shaft (1) and being actuated by hydraulic pressure, the sliding sleeve (6) being connected with the shaft (1) by a hub element (7), and a synchronizing operation of the sliding sleeve (6) with the idler wheel (2) is implemented as a function of the hydraulic pressure;

in a non-switched state, the hydraulic pressure is equal to an initial pressure (P_o) at which no axial movement of the sliding sleeve (6) occurs;

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in a release state of the sliding sleeve (6), the hydraulic pressure is at or above a second pressure (P_2) such that the sliding sleeve (6) is axially displaced so that the sliding sleeve (6) meshes with the idler wheel (2); and

during an RPM adjustment state, the hydraulic pressure is raised to a first pressure (P_1), greater than the initial pressure (P_0) but lower than the second pressure (P_2), so that axial displacement of the sliding sleeve (6) and the hub element (8) occurs for RPM adjustment of the idler wheel (2);

an additional brake plate (13) is provided for the RPM adjustment of the idler wheel (2); and

the additional brake plate (13) is provided non-rotatably on the shaft (1) between a second disk element (5) and the hub element (7).

21. (CURRENTLY AMENDED) The transmission shift system according to claim [[12]] 22, wherein [[the]] respective friction surfaces of the first and second disk elements (4, 5) and a brake plate (13) are coated with a suitable material.

22. (NEW) The transmission shift system according to claim 20, wherein the idler wheel (2) is located between the second disk element (5) and a first disk element (5).

23. (NEW) The transmission shift system according to claim 12, wherein the idler wheel (2), the first and the second disk elements (4, 5) and the hub element (7) are all located between first and second stop elements (14).

24. (NEW) The transmission shift system according to claim 12, wherein the piston (10) is biased into a start position by a return spring (11) and the sliding sleeve (6) is directly connected to the piston (10) such that the return movement of the piston to its start position disengages the sliding sleeve (6) from the idler wheel (2).